



**Request for City Council Committee Action
From the Department of Public Works**

Date: June 24, 2003
To: Honorable Sandra Colvin Roy, Chair, Transportation & Public Works Committee
Referral to: None

Subject: Approve Minneapolis Response to Metro Transit Sector 5 Final Plan

Recommendation:

1. Hear 15-20 minute presentation from Metro Transit Staff regarding Sector 5 Final Plan.
2. Submit the attached letter to John Dillery, Metro Transit Sector 5 Project Manager, which includes response to Sector 5 Final Plan.

Previous Directives:

- March 25, 2003 T&PW – Directed staff to submit revised letter dated March 17, 2003 to Metro Transit as response to Sector 5 Concept Plan
- February 18, 2003 T&PW – Discussed and directed staff to respond to Sector 5 Concept Plan and revise draft of Summary Response to Sector 5 Concept Plan

Prepared by: Derek Larson, Engineer Technician, 673-2151

Approved by:

By: Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Jon Wertjes, P.E., Assistant Director, Transportation and Parking Services

Financial Impact (Check those that apply)

☒ No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)

- ☐ Action requires an appropriation increase to the Capital Budget
- ☐ Action requires an appropriation increase to the Operating Budget
- ☐ Action provides increased revenue for appropriation increase
- ☐ Action requires use of contingency or reserves
- ☐ Other financial impact (Explain):

☐ Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information:

The March 25, 2003 Transportation and Public Works Committee meeting directed city staff to submit a final response to Metro Transit's Sector 5 Concept Plan (see Attachment 1 – Summary

of Response to Sector 5 Proposal). Since this directive, Metro Transit has revised the Concept Plan into a Sector 5 Final Plan, based on City staff recommendations and public input.

City staff has received and reviewed a copy of the Final Plan and heard a presentation from Metro Transit staff, highlighting the major changes and modifications to the original Concept Plan. The attached letter (see Attachment 2 – Letter dated June 10, 2003 to Mr. John Dillery) is a summary of the City's conclusions and recommendations regarding the Sector 5 Final Plan.

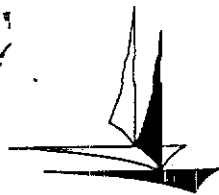
Therefore, City Staff recommends:

1. Hear 15-20 minute presentation from Metro Transit Staff regarding Sector 5 Final Plan.
2. Submit the attached letter to John Dillery, Metro Transit Sector 5 Project Manager

Attachment 1 – Summary of Response to Sector 5 Proposal (letter to Adam Harrington dated March 17, 2003, and amended at March 25, 2003 Transportation and Public Works Committee)

Attachment 2 – Letter to John Dillery (dated June 10, 2003)

Cc: Council Member Paul Zerby
Council Member Dean Zimmermann
Council Member Lisa Goodman
Council Member Robert Lilligren
Council Member Gary Schiff
Council Member Dan Niziolek
Council Member Scott Benson
Council Member Sandy Colvin Roy
Council Member Barret Lane
Mike Larson, Planner



Minneapolis
City of Lakes

Department of Public Works

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March 17, 2003

Adam Harrington
Manager, Route and System Planning
Metro Transit
560 6th Avenue North
Minneapolis, MN 55411

RE: Response to Sector 5 Proposal

Dear Mr. Harrington:

The following is a summary of City Staff's response to Metro Transit's Sector 5 Concept Plan.

26th Street Reverse Flow Bus Lane

1. Route #9 portion (see attached maps for all routes) – The city is not prepared to allow this segment of bus lane (3rd to 5th Ave S) until further discussions are held with the community, Council Member, and staff. Based on traffic volumes, this segment of roadway will need to be widened from 44' to 48' and the 35W bridge reconfigured to 48' to allow 3 lanes of westbound traffic to remain, while providing a fourth moving lane for the bus lane. There would be no need to eliminate parking or install rush-hour restrictions along this segment, as there is currently No Parking along this entire stretch. The curve radius from eastbound 26th St. to southbound 5th Ave. will also need to be increased to allow buses to make this movement without encroaching into northbound 5th Ave.

- A. ADT numbers suggest that the current peak hour traffic is 1,500-1,600. Projected 2020 ADT numbers suggest a peak hour of 1,400- 1,700 depending on the I-35W access project. Based on the previous 26th and 28th Street studies, it was determined that the maximum number of vehicles in each lane during the peak hour should not exceed 650. An ADT of 1300 would be the maximum allowed for two lanes and 1950 for three lanes, and based on the current and projected ADT numbers, a third travel lane in the westerly direction needs to be maintained. The bus lane could only be provided by adding one additional lane.

- B. In a study that was concluded on the I-35W/Lake St. access project in 2002, the widening of 26th St. in excess of two feet on each side (four feet overall) would be the maximum

amount allowable in order to avoid severely impacting trees, greenspace, and sidewalk width. For this small segment (3 blocks), there is ample room to obtain this extra four feet primarily from the south side of the street along with the widening of the freeway bridge. The Access Project would facilitate the replacement of the 26th Street Bridge and street improvements. The cost associated with this street widening, including the bridge work, is approximately \$740,000. These costs would have to be funded by non-city dollars.

- C. A bus lane such as this would be new for many of the drivers in the 26th St. area and there would be the potential for its abuse/misuse by unauthorized vehicles. It is reasonable to assume that there will be vehicles that attempt to "jump across the freeway" using the eastbound bus lane. There will be limited ingress/egress points from which to do this in the proposed 3-block long bus lane. There are only four potential cross-streets and one alley that would allow wrong-way access to the bus lane. Enforcing the bus lane for this small stretch would be difficult with significant constraints on police needs. Metro Transit police should look at their ability to enforce this reverse flow bus lane.
2. Route #26 portion – The city is not prepared to allow this segment of bus lane (5th to Cedar Ave) based on many of the same issues raised above. The need to widen the roadway from 44' to 48' for the entire 17 block stretch, parking issues, and the ease of availability for alternate travel routes all suggest that the bus lane is not practical here.
- A. This segment of the bus lane would also need to be widened from 44' to 48' for the same reasons as the Route #9 portion. The difference for this stretch is that, due to its extended length, it would require much more of an undertaking both in terms of planning and implementation, to widen the street. Also, many of the houses and buildings along this stretch are much closer to the street and do not provide as much leeway in taking the additional four feet of street width.
 - B. Parking would need to be eliminated on 14 blocks and 100% of the available spaces on the south side of this road to provide the bus lane and parking would need to be made available on the north side of the street. Rush-hour

restrictions, from 4-6 PM, would need to be implemented on this north section of parking (currently all signed No Parking) to provide the required third lane during the peak hours.

- C. As mentioned above, the possibility of abuse/misuse of this bus lane is reasonable to assume. With this extended length, however, enforcement becomes much more difficult and the likelihood of violations is greatly increased. With a segment that is 17 blocks long, there are numerous ingress/egress points that would give drivers the opportunity to "jump" to other locations. In addition to this, the implementation of rush-hour restrictions would require the presence of added enforcement as well.
- D. There are several alternatives that could be utilized other than a reverse-flow bus lane on 26th St. that would still seem to serve the area reasonably well. The easterly-bound route could be directed to 24th or 28th St. using a number of combinations of north-south streets such as Park, Chicago, Bloomington, or Cedar to traverse 26th St. There is also a suggestion to route the #26 bus to the Franklin St. LRT Station, as the #21 and #51 buses will already be serving the Lake St. LRT Station.

Other Bus Lane Responses: A response from Wells Fargo and Abbott Northwestern Hospital states they are not in approval of the reverse bus lane because it will take away a lane on an already busy street and create safety issues. They instead proposed a route such as the following: east on Lake St., north on 5th Ave., east on 28th St. to Chicago Ave., north on Chicago to eastbound 24th St., south on Bloomington Ave. from 24th St. to eastbound 28th St....

A second response from a constituent at the Sector 5 meeting on Feb. 4 stated that they are opposed to the new Route #26. Her contention was that Metro Transit had only designed this route for the use of Wells Fargo, Abbot Northwestern Hospital, and Children's Hospitals' employees, with no regard for residents in the area. There are several big businesses on 24th St. that depend on bus transportation and the new Route #26 should travel (at least eastbound) on 24th St.

Route #8 and Route #19

With the #8 bus being cut completely, there will be a large number of people, especially along East River Rd. south of I-94, that will be a significant distance from a bus line. Also, with the #19 bus no longer making a jog along 57th St. to the south end of Lake Nokomis, there will be potential ridership not in a position near a bus line. The City would be interested in the further discussions on how to resolve these ridership gaps and provide service to this area.

University of Minnesota Routes**1. Route #52C**

There have been some correspondence from constituents to Council Member Benson (11th Ward) voicing concern over the #52C bus being cut. They specifically are concerned over the fact that service to the U of M will be cut south of 38th St. and they do not want to see the #52C disappear. However, it seems that for constituents south of 38th St., the new #135 bus would be an excellent option to take directly to the University or to take the new #135 to the #124 and then to campus.

2. All Routes-Overall Service

The University of Minnesota has expressed its views on various aspects of this proposal. They are strongly in favor of increasing the bus stop spacing and for the use of smart card technology to improve boarding speed. They also agree with a portion of the restructuring of the route 52 service, but do not feel that some of the proposed routes are more direct service, as they will now go through downtown. In addition, they have also stated that they do not want to see the routes #52A and #52F cut based on increased ridership over the last two years. The City would be interested in further discussions on potential alternatives for these two routes and how they impact the already congested downtown streets with more buses.

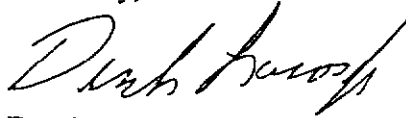
Horn Terrace Apartments – Route #18

There are concerns over the cutting of the Route #18G bus in front of the Horn Terrace Apartments, as this would eliminate a route directly adjacent to a large ridership group. Metro Transit provided ridership numbers, however, that indicate there are significantly more boardings at the Nicollet Avenue and 31st Street stop than directly in front of the Apartments. The elimination of

this portion of Route #18G may not have as big of an impact as originally anticipated.

There does not appear to be any other major areas that would need City Staff comment.

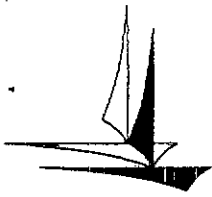
Sincerely,



Derek Larson
City of Minneapolis
Department of Public Works
612-673-2151

Cc: Council Member Paul Zerby
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Council Member Lisa Goodman
Council Member Robert Lilligren
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Greg Finstad, Director of Transportation and Parking Services
Jon Wertjes, Engineer III
Mike Larson, Planner

Attachments: Route Maps (#9, #26, #19, #135, #124, #18)



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June 10, 2003

Mr. John Dillery
Sector 5 Central-South Project Manager
Metro Transit - Service Development Division
560 6th Avenue North
Minneapolis, MN 55411-4398

Dear Mr. Dillery:

The City of Minneapolis has received a copy of Metro Transit's Sector 5 Central-South Final Plan (Exhibit A), and city staff have heard a presentation of the plan from Metro transit staff including recent revisions after public input and budget reductions. We appreciate the cooperation and difficult task of analyzing and improving an extensive part of the transit system within a very limited budget. Since Sector 5 includes all of Minneapolis south of downtown as well as the cities of Bloomington, Richfield, Edina, and St. Paul west of downtown, south of I-94, we know it is the heart of the transit system.

City staff appreciates that the goals of the plan are to integrate bus service with the new Hiawatha LRT line, provide all-day service on I-35W south of downtown, improve cross-town service, simplify route structure, introduce more service in high demand corridors, and ensure more efficient use of resources.

We understand that the concept plan was recently modified based on the large volume of public input (more than 4,200 responses), and operating budget reductions. The modified plan adequately addresses the previous concerns the city raised, specifically with regards to the following routes (see attached maps):

1. 26th Street Reverse Flow Bus Lane (Route #9 and #26)
 - A. Changes to Route #9 have been modified again such that there is no longer a need for this reverse flow bus lane. Route #9 will follow its current route structure in this area and continue to use the 5th Ave S, 26th St E, Stevens Ave, 28th St E loop to traverse I-35W.
 - B. The proposed Route #26 has been eliminated in favor of keeping the existing Route #39 and new Route #27 service. By not implementing this proposed Route #26, the need for the reverse flow bus lane is eliminated entirely.

2. Route #8

This route will not be completely cut as originally proposed in the Concept Plan, but brought back with changes. This route will now run west to the Franklin LRT Station, where downtown service can be attained via LRT. The route will maintain its service to the Prospect Park neighborhood via a 27th Ave SE, University Ave SE, Emerald St SE, Franklin Ave loop.

3. Route #19

This route will continue to make a jog along 57th St E to serve riders along the south end of Lake Nokomis, but only during rush hours. This rush hour service is in direct response to feedback from the ridership in the area.

4. Route #18G

This portion of Route #18 will be maintained at its current route structure past the Horn Terrace Apartments on Grand Ave.

5. University of Minnesota Routes

- A. There will be no changes to the Route #52A or #52B. These routes will maintain their existing route structure but will be re-numbered as Route #121 and #122, respectively.
- B. Route #52C will be replaced entirely by the new Route #124 and will maintain the exact same route structure with one small change. The route will proceed south of Lake St via Grand Ave instead of Lyndale Ave as it currently exists.
- C. Route #52L and #52U will be replaced entirely by the new Route #126 and will also maintain the exact same route structure with one small change. The route will proceed south of 36th St W via Grand Ave instead of Lyndale Ave as it currently exists.

We agree with the objectives and support the modified plan, and we encourage Metro Transit to continue to meet the needs of as many of the current riders as possible.

Thank you for your cooperation and for this opportunity to comment on the plan.

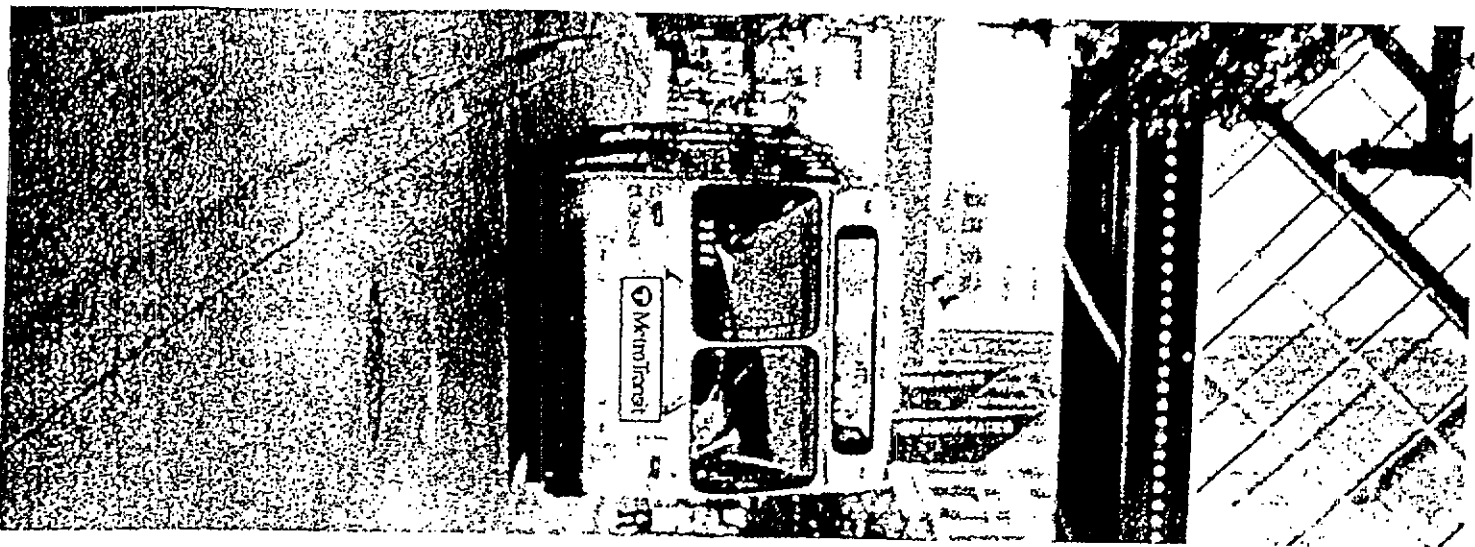
Sincerely,

Jon Wertjes, P.E.
Assistant Director, Transportation and Parking Services

JMW: DML

Cc: Council Member Paul Zerby
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Klara Fabry, P.E., City Engineer, Director of Public Works
Mike Larson, Planner
Mike Setzer, General Manager, Metro Transit
Peter Bell, Chair, Metropolitan Council

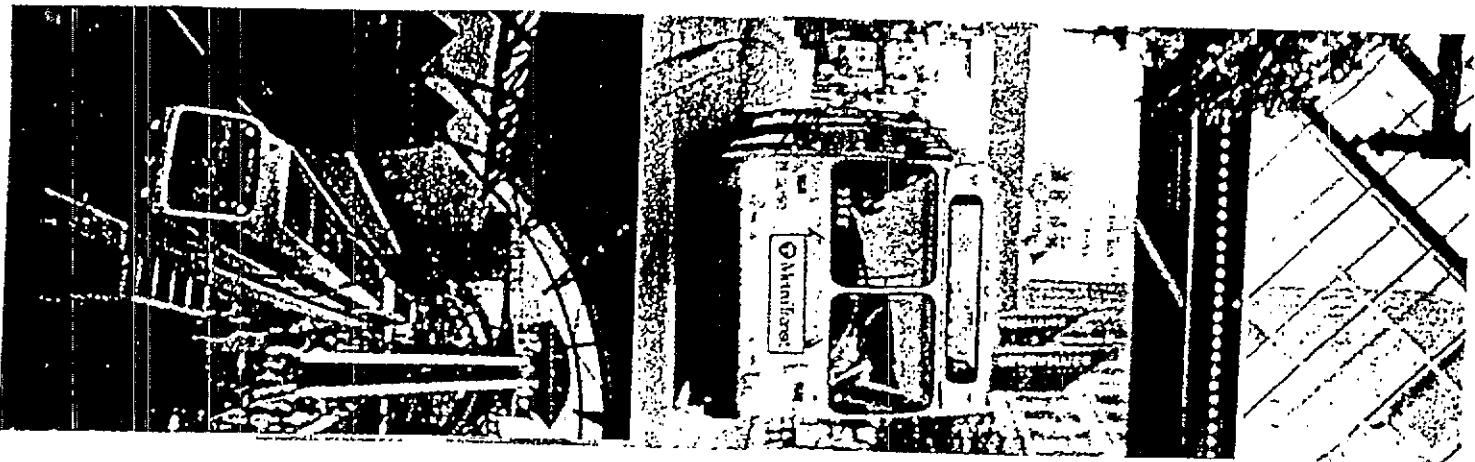
Attachments: Exhibit A – Metro Transit Sector 5 Central-South Final Plan
Route Maps (#9, #39, #27, #8, #19, #18, #121, #122, #124,
#126)



Sector 5 Central-South Metro Transit Plan

MODIFIED April 2003





Project Milestones

- January 2002: Stakeholders input began
- August 2002: Existing conditions overview
- November 2002: Concept plan
- Jan/Feb 2003: Public review outreach
- May/June 2003: Final plan approval & implementation planning begins
- April 2004: First phase implemented
- Sept 2004: Second phase implemented
- Dec 2004: Last phase implemented

Stakeholder Input

The Major Themes

- Faster service in major corridors such as Lake St., I-35W.
- Improve span of service, especially on weekends
- Improve/add cross-town bus service in cities and suburbs
- Faster service between Minneapolis and the International Airport
- Simplify the existing complicated route structure
- Add service for critical I-494 market, via cross-town and reverse-commute transit that is focused on major employment nodes.

Jan-Feb 2003 Input Process

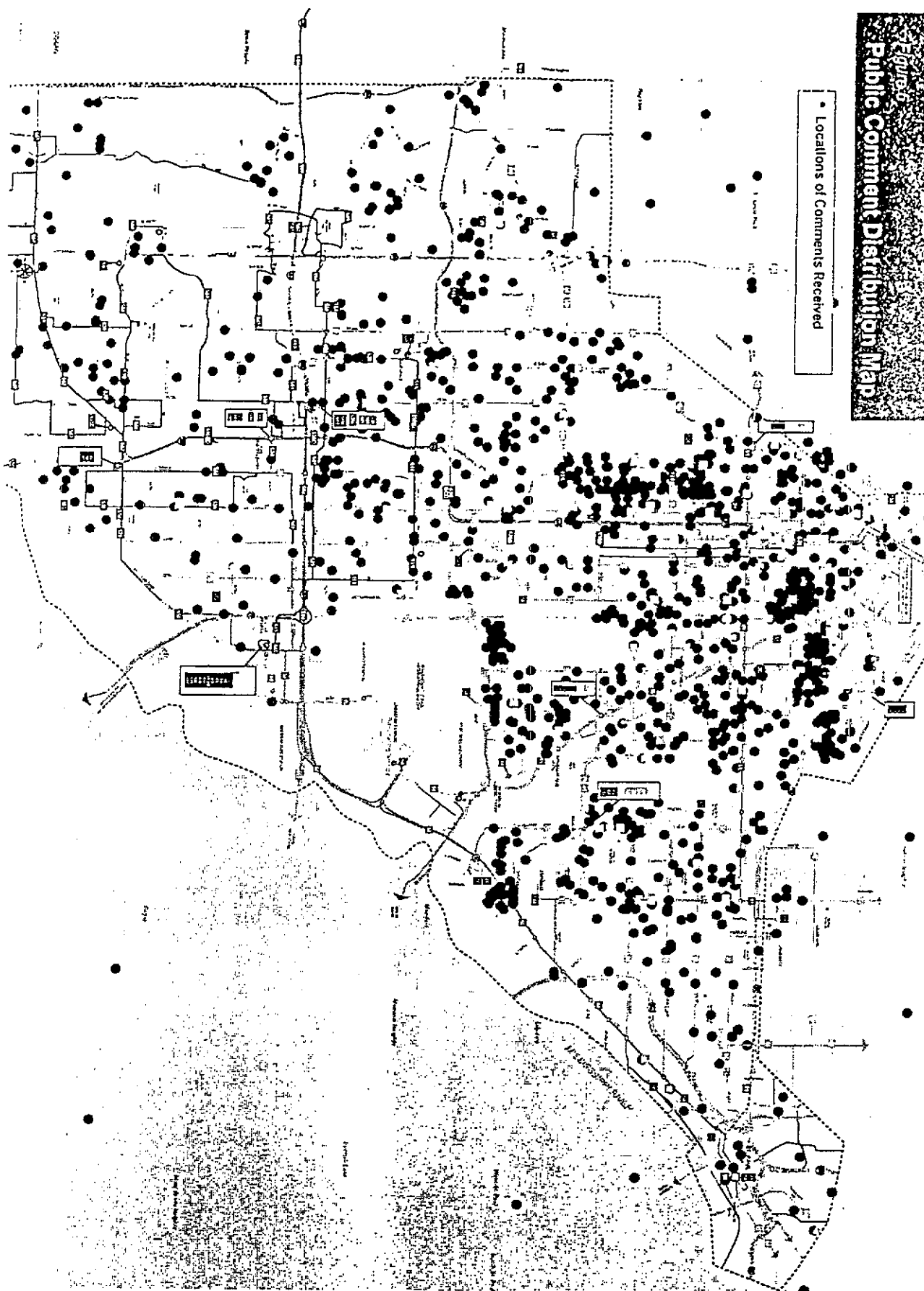
- **Marketing and Outreach**
 - Farebox signs and interior cards on every bus
 - Brochures, comment cards, and "Takeout" on every bus
 - Comprehensive website and email to all stakeholders
 - Print ads and editorials in daily and neighborhood papers
 - Cable TV coverage
 - Numerous avenues for public comment
 - Public Meetings

Jan-Feb 2003 Input Process

- **Results**
 - January-February - seven public meetings, 550 attend
 - 3,000 individuals respond with more than 4,200 comments
 - Staff met with more than 50 stakeholder groups
 - 60% of comments on 9 of 55 routes
 - Routes 7, 8, 18, 19, 22, 52B, 84, 538, 539

Figure 6
Public Comment Distribution Map

• Locations of Comments Received



Metro Transit



Sector 5 Budget

- Base reduced by 4% in 2003
- Federal Congestion Mitigation Air Quality (CMAQ) grant
 - 69,300 platform hours (7%)/Year for 3 Years
 - Route 53 Limited Stop service on Lake Street
 - Route 535 all day express on I-35W
 - Routes 540 and 542 local I-494 frontage service
 - Route 155 temporary service between VA Medical Center and MOA

Plan modifications

- Major concerns voiced have been addressed
 - Including those on Routes 7, 8, 18, 19, 22, 52B, 84, 538, 539
- 70% of routes modified in some way
- Route coverage
 - Concept Plan: 99.6% of Existing Riders within 1/4 mile of routes
 - **Modified Plan: 99.9%** of Existing Riders within 1/4 mile of routes

Plan Improvements

- Simplify the system
- Increased efficiency
- Integrate Hiawatha LRT
- Fit frequency and service span to density
 - Enhance service on France, York, Penn, Lyndale north of I-494
 - Replace some radial bus routes with circulators/crosstowns

Plan Improvements

- Express route corridors
 - I-35W Express/Limited Stop: focus on Best Buy park & ride
 - Hwy. 100 South & I-394 serving Bloomington and Edina with large new park & ride lots
- New crosstown connections/enhance grid
 - Lake Street Limited Stop service
 - Phillips neighborhood to LRT
 - W. 50th/46th - Edina - St. Paul
 - I-494 frontage road service

Facility needs

- Secure large (300+ car) park & ride lots to anchor express routes
 - Best Buy at 76th St/Penn Ave in Richfield
 - Hyland Park at 84th St/East Bush Lake Rd in Bloomington
 - Garden Park at Vernon Ave/Hansen Blvd in Edina
 - Avis Site at 82nd St/28th Ave S in Bloomington
- Enhance Mall of America Transit Center to improve connection between buses and LRT
- Improve I-35W stops for on-line transfers
- Reduce number of bus stops, change stop locations

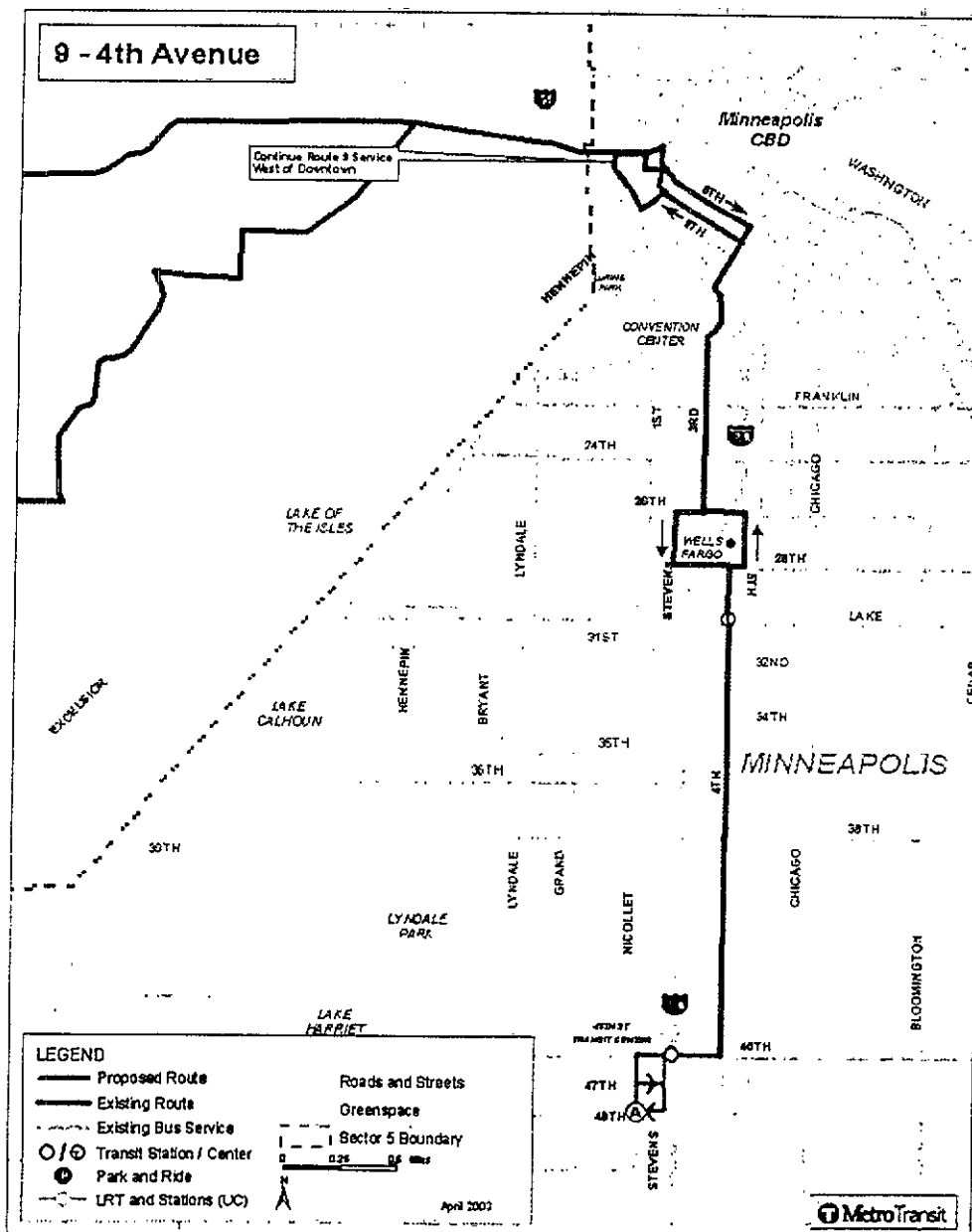
Implementation Tasks

- Met Council approval
- Stakeholder update
- Address Facility Needs
- Coordinate with cities, counties, MNDOT & Opt Outs
- Mobilize Metro Transit staff
 - Implementation task force
 - Improve operating speeds
 - Marketing plan

Route 9 – 4th Avenue

Service is maintained south of Downtown Minneapolis on 3rd Ave., 26th St./28th St., 5th Ave, 4th Ave. and 46th St. to the new 46th St. Transit Center on I-35W. Terminal is at 48th St. & Nicollet Ave.

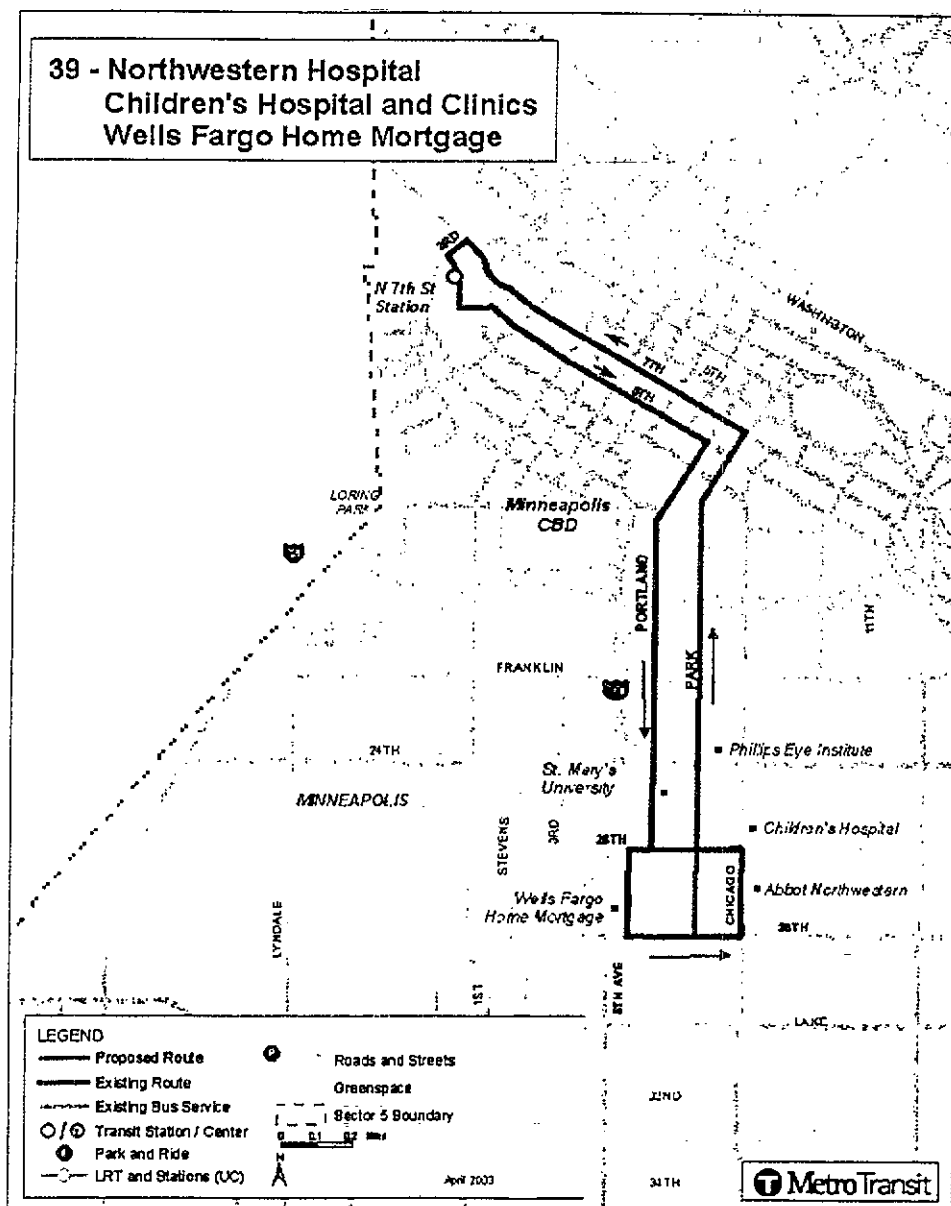
			AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
Service Hours:	16,229	Frequency:	15	30	15	30	30	30
Peak Buses:	5	Service Day:	4:30 AM - 1:45 AM					
Existing Comparable Routes:	9							



Route 39 – Phillips Neighborhood Employers

No change to route, but it runs less frequently since new Route 27 also serves Abbott/Northwestern Hospital and Children's Hospital. Frequency is 3 trips for AM peak hour work shifts and 3 trips for PM peak hour work shifts.

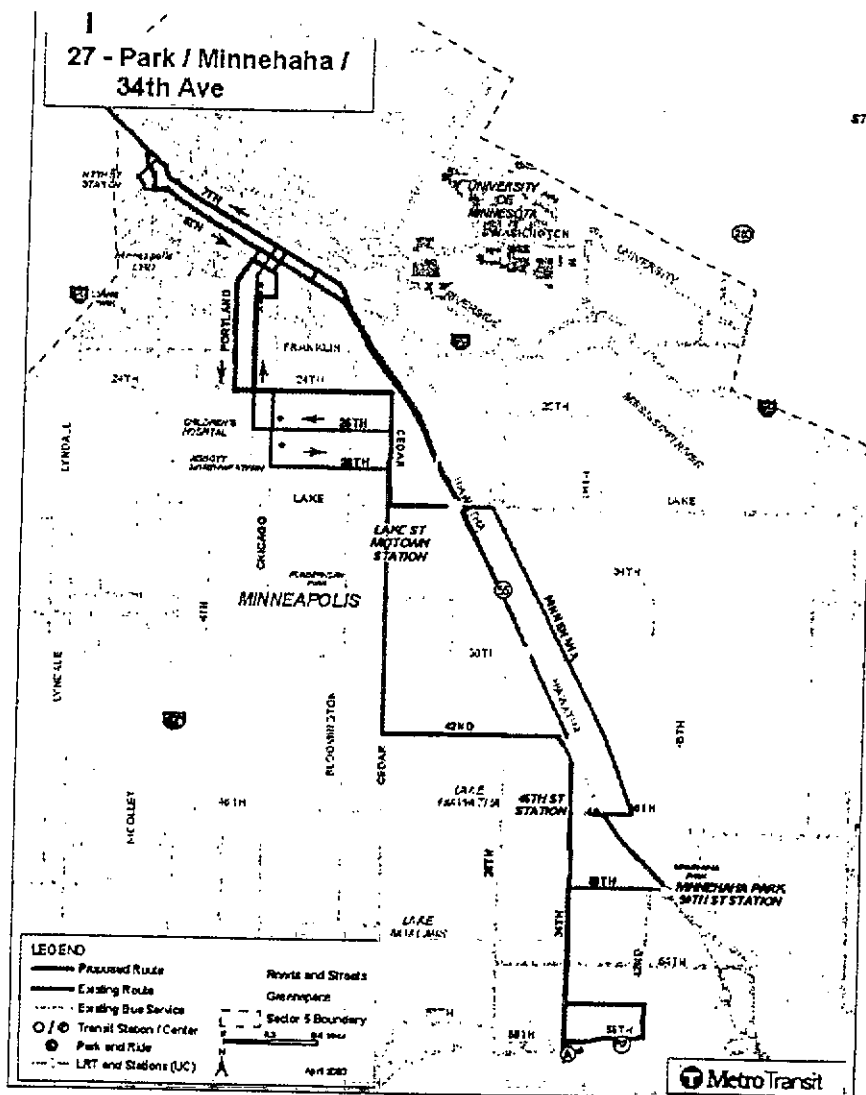
			AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
Service Hours:	510	Frequency:	30	0	30	0	0	0
Peak Buses:	0	Service Day:	6:30 AM – 8:00 AM, 3:30 PM – 5:15 PM					
Existing Comparable Routes:	39							



Route 27 – East Richfield / Nokomis East / Minnehaha Avenue / Phillips Neighborhood
(Former Routes 7, 22)

New Route 27 replaces part of former Route 7 on Minnehaha south of Lake St. and portions of former Route 22 north of Lake St. and south of 46th St. and portions of former Route 43 to the hospitals and the Hi-Lake Center. The new Route 27 serves Abbott Northwestern and Childrens' Hospital via Portland and Park to 26th and 28th Streets. The route serves the Lake Street Midtown, 46th St., Minnehaha Park, and Veterans' Medical Center Transit Stations. There are three terminals on the south end of the route. Route 27A to Hwy 62/34th Ave., Route 27B to Veterans' Medical Center via 58th St., 42nd Ave., 54th St., and 27C to Richfield Arena via Hwy. 62 and Hwy. 77, and 66th St.

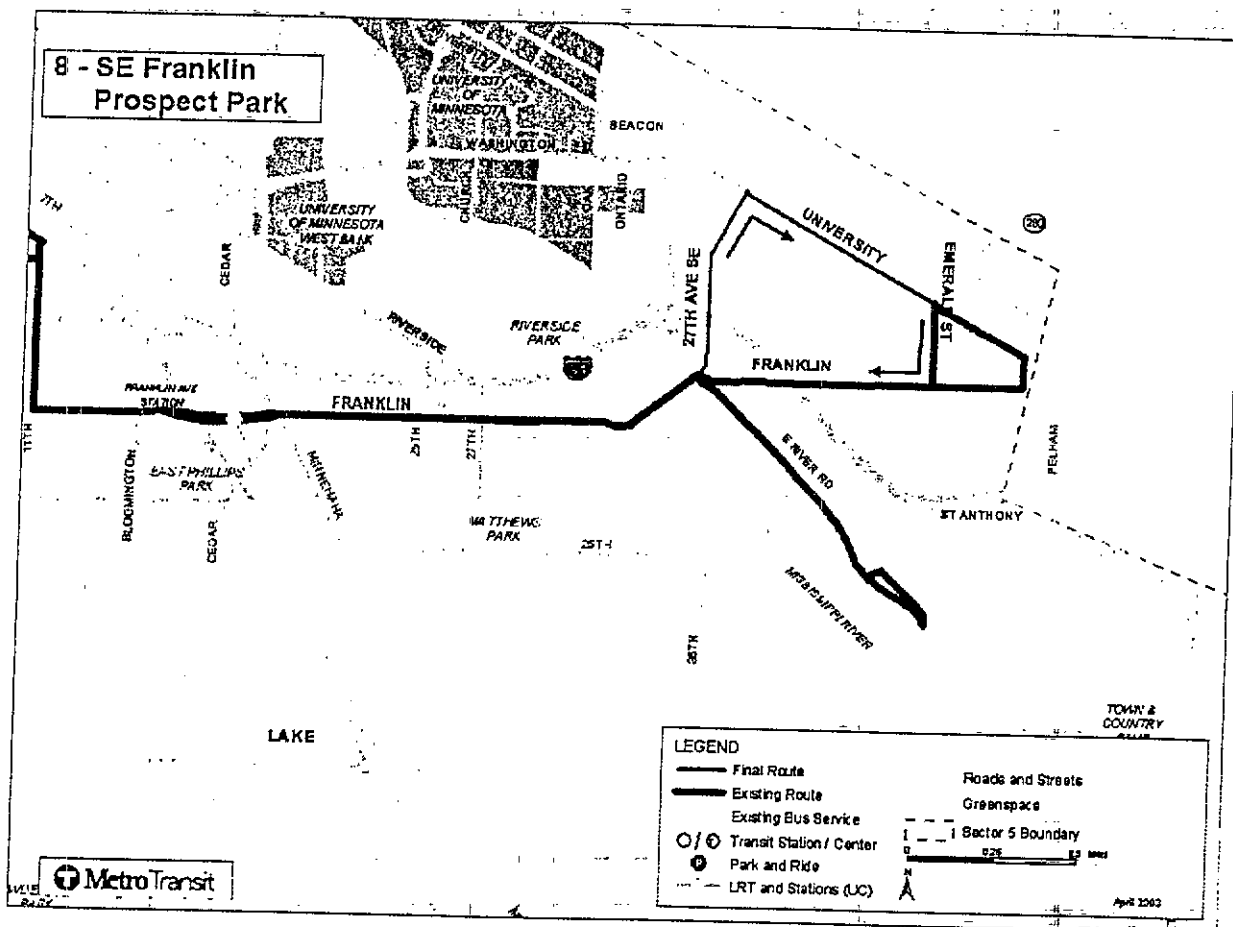
			AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
Service Hours:	28,459	Frequency:	15	20	15	20	20	30
Peak Buses:	8	Service Day:	4:30 AM – 2:00 AM					
Existing Comparable Routes:	22							



Route 8 – Franklin LRT Station / Prospect Park Shuttle

Route 8 is redesigned as a daily shuttle between Prospect Park and the Franklin Ave. Transit Station with 30-minute frequency. The new Route 8 runs from the Franklin Ave. Transit Station to Prospect Park. All buses loop clockwise from 27th Ave. SE, University, Emerald St. and back to Franklin to the Franklin Ave. Transit Station. Route 2 provides service on Franklin Ave. between Dupont Ave. and 27th Ave. South.

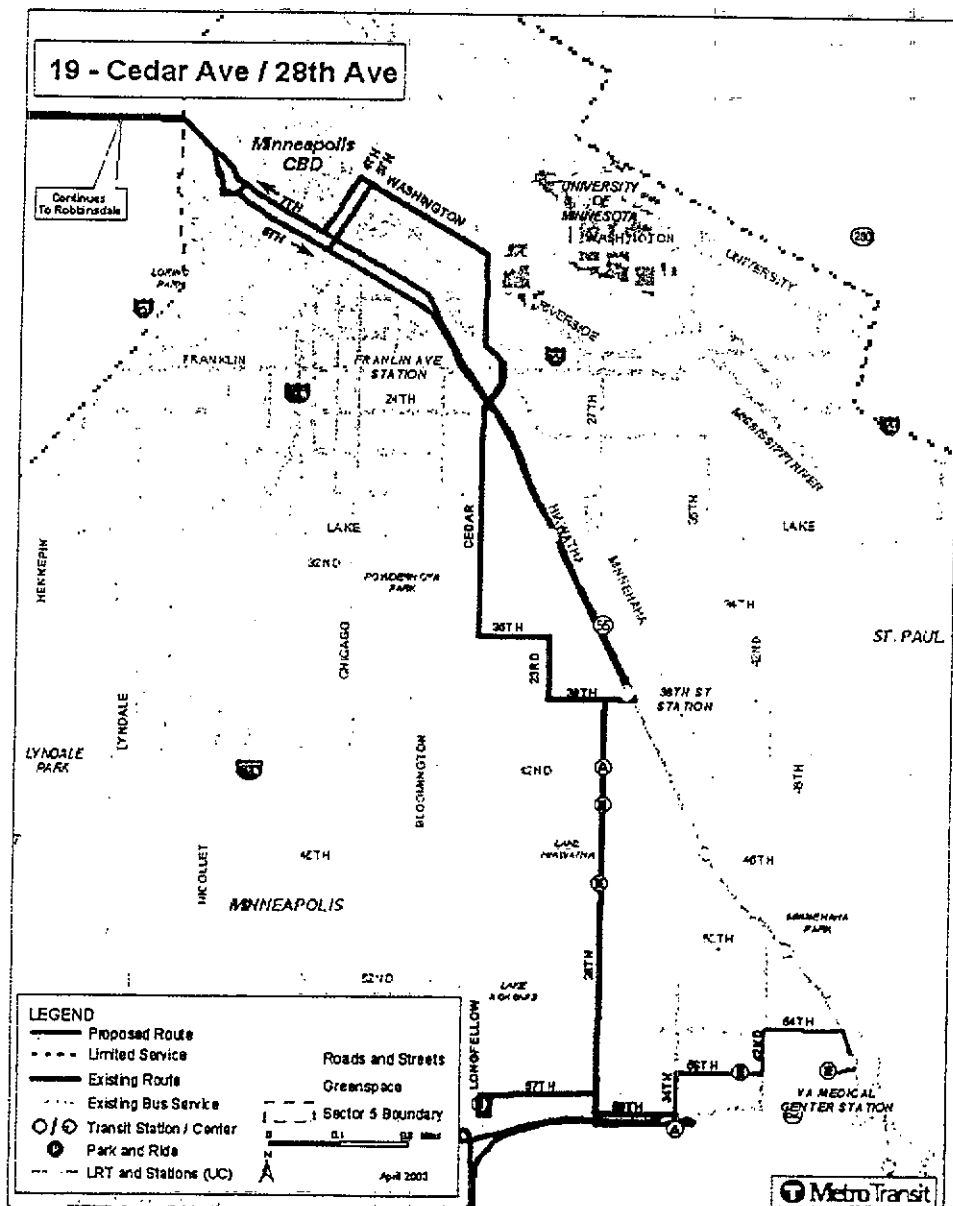
			AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
Service Hours:	4,732	Frequency:	30	30	30	30	30	30
Peak Buses:	1	Service Day:	5:00 AM – 11:00 PM					
Existing Comparable Routes:	8							



Route 19 – Cedar Avenue / 28th Avenue South / VA Medical Center

Serves Cedar Ave, 35th St., 23rd Ave., 38th St. Hiawatha Transit Station. All branches run on 28th Ave. S. Branch A turns onto 58th St. and terminates at 58th St./34th Ave. Branch B turns onto 57th St. and provides limited service from 28th Ave. to 57th St. and Longfellow during rush hours. Branch E terminates at the Veterans Medical Center: Branch E via 58th St., 34th Ave., 56th St., 42nd Ave. and 54th St.

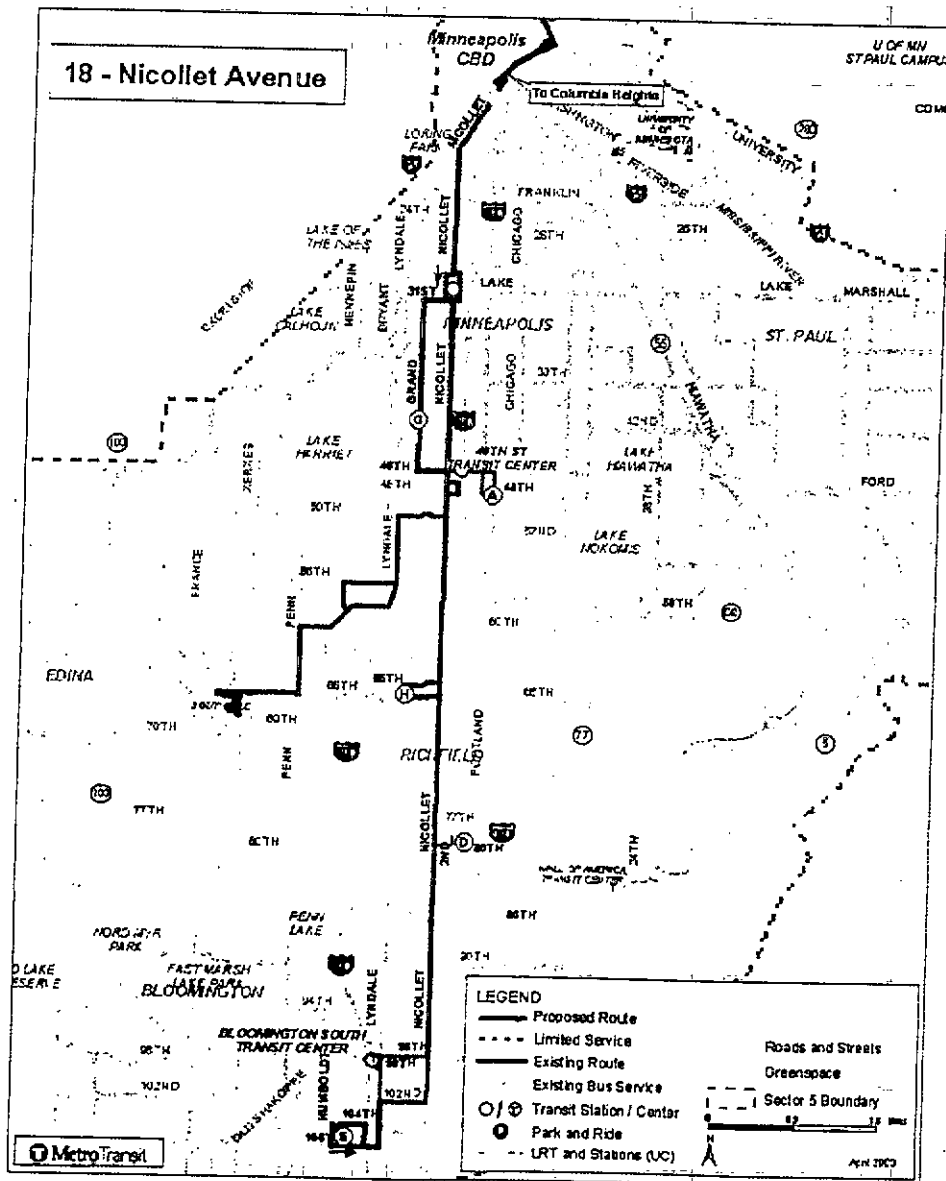
			AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
Service Hours:	33,279	Frequency:	15	20	15	30	20	20 – 30
Peak Buses:	8	Service Day:	4:00 AM - 2:00 AM					
Existing Comparable Routes:	19							



Route 18 – Nicollet Avenue / Grand Avenue

Route 18A serves at the 46th St. Transit Center on I-35W with the terminal at 48th St. / 4th Ave. Branch 18D runs on Nicollet and terminates at 79th St./American Blvd. Branch 18E continues further on Nicollet to 98th St., then via Lyndale where it serves the new Bloomington South Transit Center at 99th St./Aldrich near I-35W, then via 106th St. and terminates at 106th St./Humboldt. Branch 18G is maintained. Branch H terminates at 66th St. and Nicollet Ave. Branch 18S is eliminated – Areas of this branch are served by Routes 4 (56th St.) and 515 (66th St.).

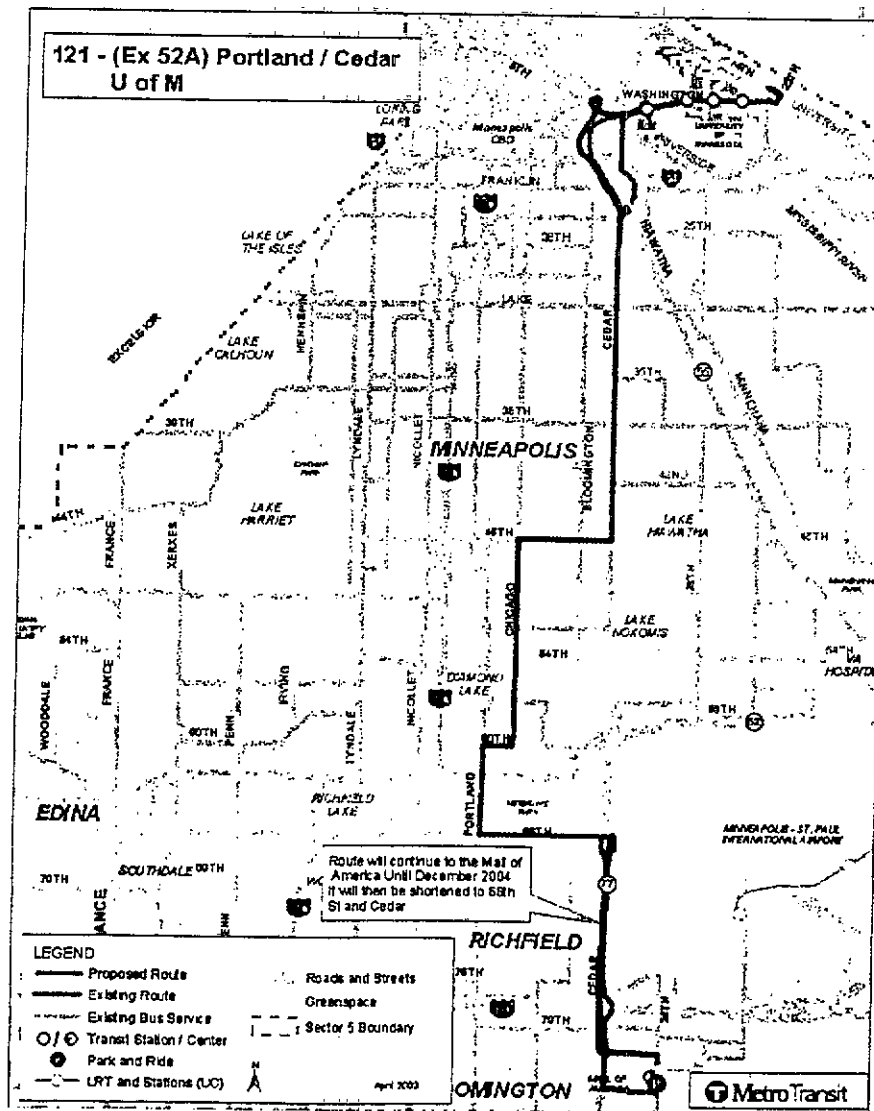
			AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
Service Hours:	65,434	Frequency:	5	7 - 8	4	10	7 - 8	10
Peak Buses:	20	Service Day:	4:00 AM – 2:00 AM					
Existing Comparable Routes:	18							



Route 121 - 66th / Chicago / Cedar / University of Minnesota

New Route 121 replaces Route 52A, using the same routing as the current 52A to the University of Minnesota. After December 2004, when the Hiawatha LRT service begins to Mall of America, Route 121 will end at 66th St and Cedar Ave.

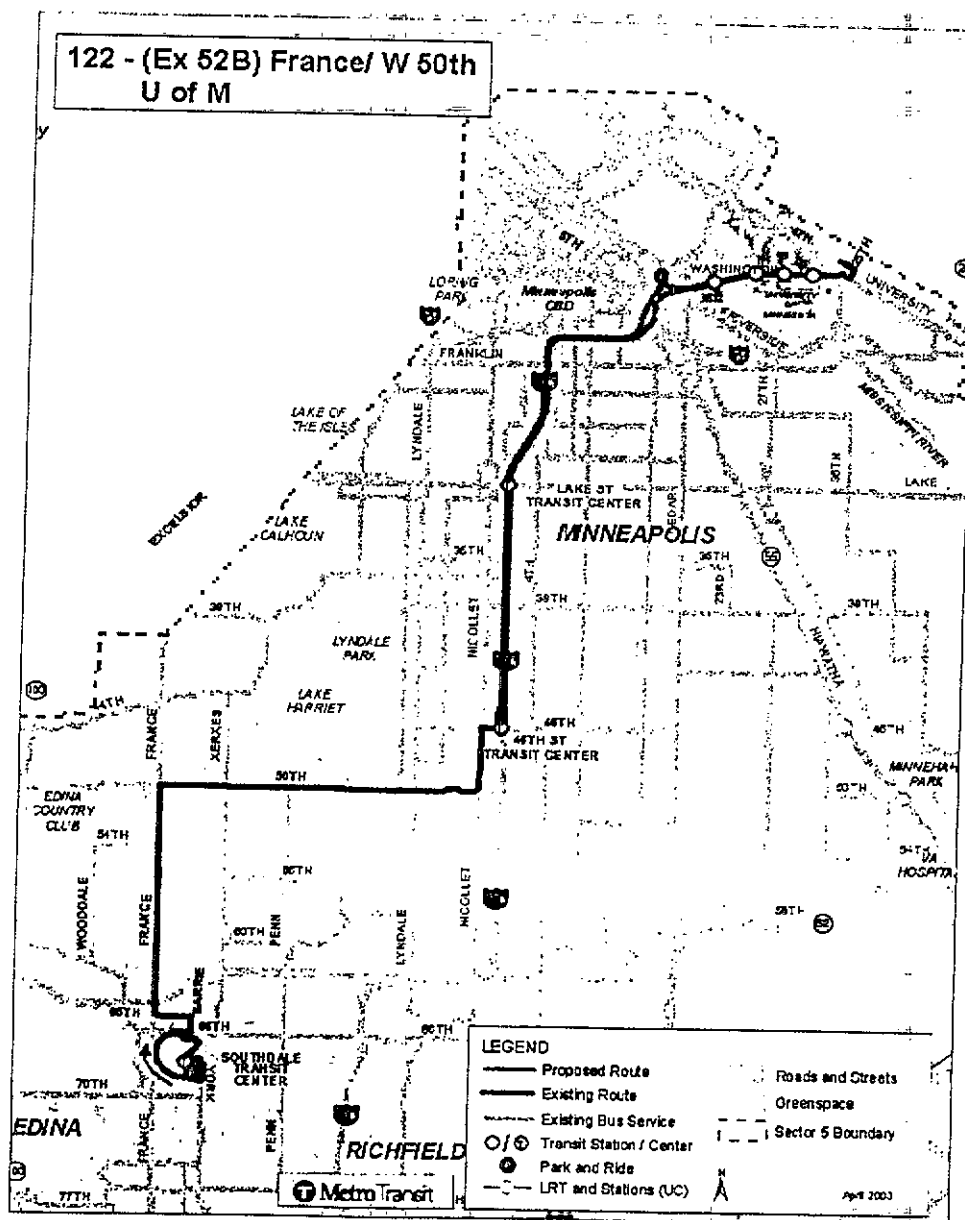
			AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
Service Hours:	1,020	Frequency:	3 Trips		3 Trips			
Peak Buses:	1	Service Day:		7:00 AM - 6:30 PM				
Existing Comparable Routes:	52-A							



Route 122 – Southdale/ France Ave. / 50th St. / University of Minnesota

New Route 122 replaces Route 52B, using the same routing as 52B from Southdale to the University of Minnesota. Route will serve the 46th St. Transit Center on I-35W.

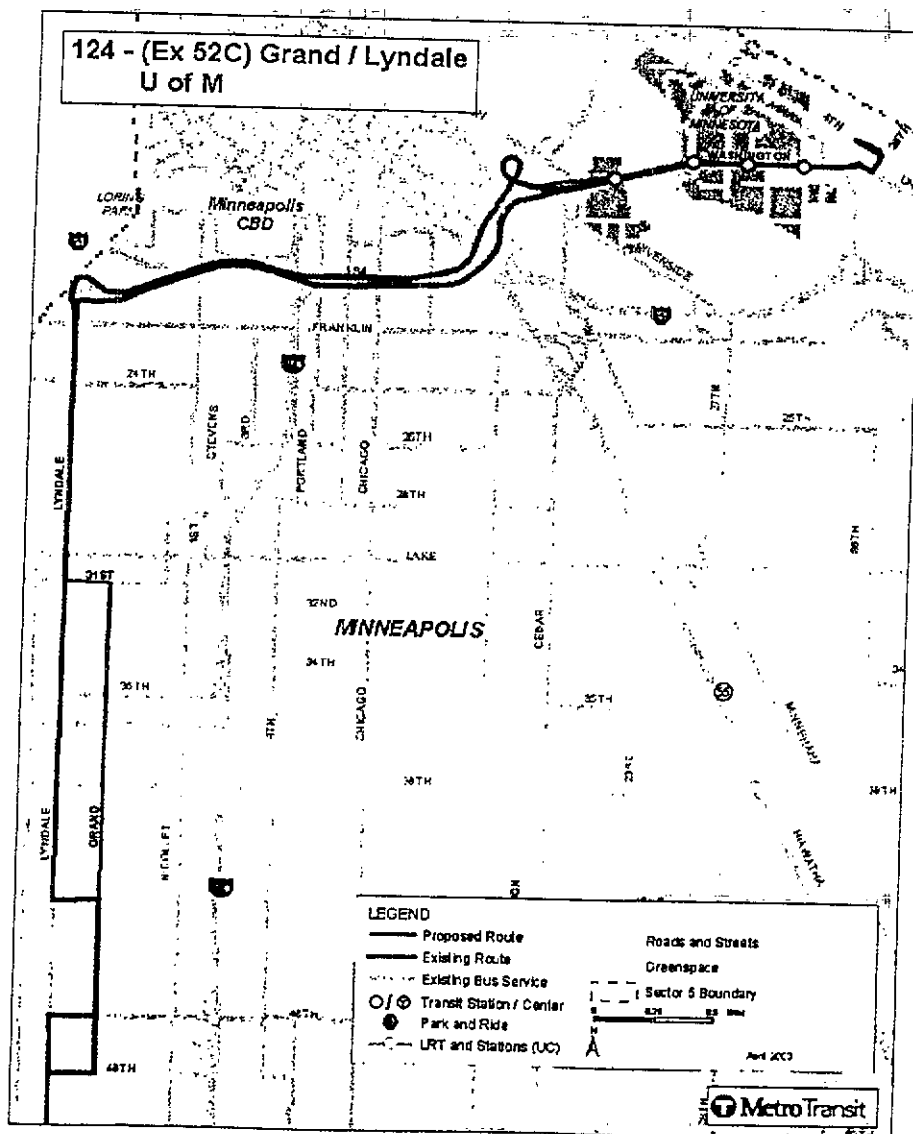
			AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
Service Hours:	1,479	Frequency:	4 Trips		4 Trips			
Peak Buses:	2	Service Day:		7:00 AM - 6:30 PM				
Existing Comparable Routes:	52-B							



Route 124 – Grand Ave./ Lyndale Ave./ University of Minnesota

Service has been restructured into two separate routes: Route 124 replaces 52-C. From 48th St./Lyndale via 48th St. - Grand Ave. - 31st St. - Lyndale Ave. - I-94. Route 126 replaces 52LU. Route 126 begins at 36th St./Hennepin, serves Uptown Transit Center, via Hennepin Ave. - I-94. Route 126-U replaces Route 52-U. From 48th St./Lyndale via 48th St. - Grand Ave. - 36th St. - Hennepin - 24th St. - Lyndale Ave. - I-94. Route 126-U operates midday and night service only.

			AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
Service Hours:	2,984	Frequency:	20-30	60	20-30			
Peak Buses:	3	Service Day:	7:00 AM - 6:15 PM					
Existing Comparable Routes:	52-C							



Route 126 – Hennepin / University of Minnesota

Route 126 replaces 52-LU. Route 126 begins at 36th St./Hennepin, serves Uptown Transit Center, via Hennepin Ave. – I-94. Route 126-U replaces Route 52-U. From 48th St./Lyndale via 48th St. – Grand Ave. – 36th St. – Hennepin – 24th St. – Lyndale Ave. – I-94. Route 126-U provides midday and night service.

			AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
Service Hours:	2,907	Frequency:	20-30	60	20-30			
Peak Buses:	3	Service Day:	7:00 AM - 10:00PM					
Existing Comparable Routes:	52-LU							

